

**Service Aviation****Portuguese Officers Attached**

THE undermentioned Officers of the Portuguese Air Force have been attached to No. 5 and No. 7 F.T.S., from Monday, July 4, until the completion of the Course:—

Lt. Joao Maria Amado da Cunha e Vasconcelos de Carvalho and Sec. Lt. Jose da Silva Correia, to No. 5 F.T.S., Chester. Sec. Lt. Nuno Alves Calado and Sec. Lt. Benjamin Ternando Fonseca de Almeida, to No. 7 F.T.S., Peterborough.

**Training in Canada**

IT has been announced by Mr. Mackenzie King, the Canadian Prime Minister, that Canadian flying schools will provide instruction for R.A.F. pilots. There has been a good deal of controversy on the subject in Canada, but it now seems that the intention of the Canadian Government is to recruit R.A.F. volunteers in Canada and to train them in the Royal Canadian Air Force to British Air Ministry standards. Transfer to the R.A.F. would automatically follow on qualification. Expansion of Canadian flying schools is visualised.

At present British schools are training a considerable number of Dominion pupils from Canada, Australia and New Zealand.

The Canadian Air Force, at the moment, has a strength of 181 permanent-commissioned pilots, 82 "non-permanent"—commissioned pilots (similar in status to our Auxiliary officers), and thirty or forty airman pilots.

Should the present plans go into operation some considerable expansion of the Canadian instructional staff will undoubtedly become necessary to deal with the increased work.

**Aircraft Apprentices School at Cosford**

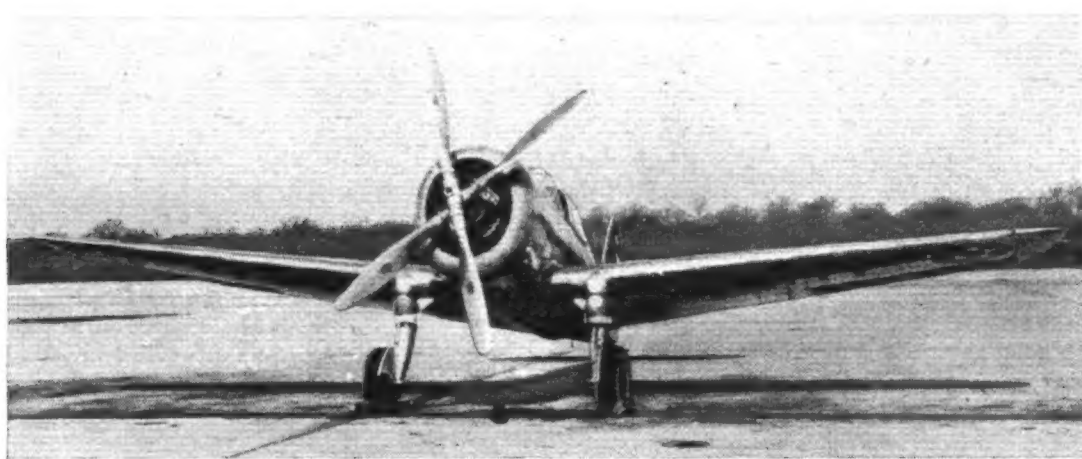
THE new R.A.F. school at Cosford, Staffordshire, will form on July 15. It will be used for training aircraft apprentices as fitters. A substantial number of airmen will also be trained as flight riggers and flight mechanics.

The school, the buildings for which are being erected on a site of nearly 600 acres, will open in August with 250 new entrants and 500 apprentices transferred from No. 1 School of Technical Training, Halton. This complement will be increased gradually to a total of approximately 4,000. It is anticipated that this figure will be reached next year. The educational and technical staff will then number about 450.

The educational and technical training on the three-year apprenticeship course will be similar to that given at Halton, where nearly 5,000 boys are under training. There will be nearly 2,000 vacancies in the next twelve months for boys between 15 and 17 years of age.

Cosford will be known as No. 2 School of Technical Training (Apprentices) and it will be placed in the Training Command in No. 24 (T.) Group. Its chief will be Group Capt. Guilfoyle.

Albrighton (G.W.R.) is the nearest station (1½ miles) to Cosford and the full postal address is:—No. 2 School of Technical Training, Royal Air Force, Cosford, Albrighton, Staffs. (Telegraphic address: Aeronautics, Albrighton.)

**FOREIGN SERVICE NEWS**

**CO-AXIAL : A Curtiss P-35 pursuit monoplane (Twin Wasp) of the U.S. Army Air Corps fitted experimentally with concentric airscrews.**

**A New Browning**

THE Belgian Air Force is experimenting at Ostend with a new Browning machine gun manufactured by the Fabrique Nationale d'Armes de Guerre who, of course, make the famous Browning automatic pistols. The new gun is said to be capable of firing at the rate of 1,800 rounds a minute. It has been developed directly from the gun now in service in Belgium. Experiments are being conducted on a Fairey Kangaroo which has four guns mounted outboard in its upper wing.

The rate of fire of the older gun was raised through continuous development work from 800 to 1,200 rounds per minute.

**Co-axial Airscrews**

FOLLOWING reports of experiments in America with twin airscrews on a single-engined Curtiss P-35 pursuit monoplane comes notification of the first test flight of the Koolhoven FK55 single-seater fighter, which has a similar airscrew arrangement and a Lorraine Petrel engine mounted in the fuselage.

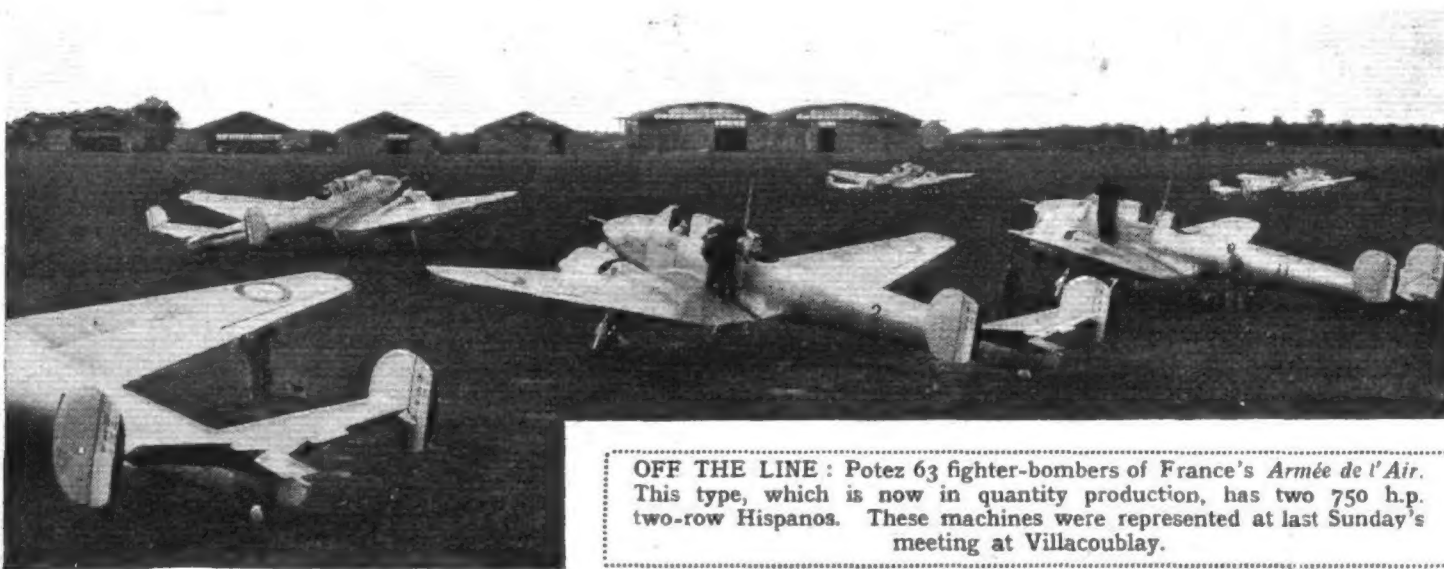
Lt. H. M. McCoy, who superintended development of the Curtiss installation at Wright Field, in a statement to the Press said that the appreciable increase in speed of military aircraft, especially that of fighters, has in the past few years made the application of this type of airscrew of increasing interest. The main benefits to be gained by the use of the dual installation over the single airscrew are the reduction

in diameter for equal powers and the negation of engine torque, all with no loss in propeller efficiency at high speed.

A possible future application is to be made to small machines fitted with engines—when made available—of double the present powers. Experiments show that it would be possible to double the power of existing types of aircraft without increasing landing gear length or airscrew diameter.

**The Renard Fighter**

TRIALS with the new Belgian Renard R.36 single-seater fighter monoplane (Hispano-Suiza Series Y engine) have shown that the top speed is more than 310 m.p.h. Trouble was experienced with the retractable radiator, which has now been replaced by one of more normal design under the fuselage. A small series of six machines is nearly finished. One will have clipped wings, another one an extra seat and dual controls, and a third a two-row radial engine. Hitherto the Renard concern has specialised in reconnaissance machines and trainers.



**OFF THE LINE : Potez 63 fighter-bombers of France's Armée de l'Air. This type, which is now in quantity production, has two 750 h.p. two-row Hispanos. These machines were represented at last Sunday's meeting at Villacoublay.**